

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY East Germany

REPORT

SUBJECT Construction Work at Neubrandenburg Airfield

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report

on Neubrandenburg airfield which gives information on the following: (1) Runway, (2) Taxiway system, (3) Hardstanding, and (4) Delays in construction progress. Two sketches are also included; one shows the progress made in the reconstruction of the runway/taxiway system, and the other shows the method of interlocking the concrete sections along the length of the parallel taxiway.

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EAST GERMANYAIRNEUPRANDEBURG Airfield: Reconstruction Progressas at 16th July, 1959.

Appendices: Attached at Appendix "A" is a sketch plan, to scale, showing the progress made in the reconstruction of the runway/taxiway system at NEUPRANDEBURG airfield as at 16th July, 1959. Attached at Appendix "B" is a diagrammatic sketch (not to scale) showing the method of interlocking the concrete sections along the length of the parallel taxiway.

RUNWAY

1. Preparatory work has continued at both ends of the former E-W runway for the laying of the new runway and overshoot areas. The ground is still being built up to the required level at the western end, and levelling work is still in progress at the eastern end (Appendix "A" figs. 1 and 6).

2. One section of the former E-W runway remains and is being incorporated in the new runway (Appendix "A" fig. 3). On about the 13th June concrete-laying was commenced in an easterly direction from the eastern end of the remaining section of the former runway (Appendix "A" fig. 4), and by the 16th June a double and a single strip, 287 m. long, had been completed. Each single strip is 4 m. wide, and is made up of 7 m. x 4 m. sections; the concrete is 15 cms. thick, and is laid on a 30 cms. bed of gravel. The sections are laid with normal separating boards, without any interlocking by tongue and groove, or by reinforcing pins.

TAXITRACK SYSTEM

3. A parallel taxi-track (known as "ROLLBAHN A") about 1825 m. long has been completed, incorporating a length of taxiway already in being. This taxitrack is 22 cms. thick, laid on 30 cms. of gravel, and is 14 m. wide; it consists of two outer strips of concrete each 4 m. wide, and two inner strips, each 3 m. wide. Each strip is made up of 6 m. long sections joined end to end as shown in Appendix "B"; joints consist alternately of (i) normal separating boards, with steel reinforcing pins (11 per 3 m. strip, and 13 per 4 m. strip), and (ii) reinforcing pins, but no separating board, with prefabricated concrete sections (each 1 m. long, 6-7 cms. high) inserted underneath. Each strip is joined to the adjacent one by tongue and groove.

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4. The eastern end of the parallel taxitrack is to be joined by an access track of similar construction to the site of the former E-W runway some 275 m. from its eastern end; on the 16th July there remained about 80 m. of taxiway to be completed to effect this junction (see Appendix "A" fig. 13).

5. A previously existing N-S access track is being incorporated in the new taxitrack system to form an inner access track between a point near the western end of the former runway and the new parallel taxitrack (Appendix "A" fig. 7). The junction of this track to the parallel taxitrack has yet to be concreted; it is to be made of 20 cm. thick concrete, with wide fillets, (Appendix "A" fig. 8).

6. The layout of the western end of the parallel taxi-track is not yet discernible, and no excavation has yet been carried out beyond the westernmost point shown in Appendix "A".

HARDSTANDING.

7. A hardstanding, known as "Gruppenabstellplatz A", and measuring 700 m. x app. 70 m. is to be constructed along the southern side of the eastern end of the parallel taxi-track (see Appendix "A" fig. 12). "Gruppenabstellplatz B" has been spoken of by building foremen but its proposed site, layout, etc., is not known.

MISCELLANEOUS.

8. The target date now set for the completion of concrete laying is the end of October 1959. However, whereas during June concrete-laying teams were working 2 shifts, this has now been reduced to one shift per day; this is due to the fact that the Bagger und Förder clearance and levelling teams are behindhand with their work and have not yet made ready a sufficient area of the runway for gravel and concrete-laying to warrant two shifts. In addition a slight delay had already been caused at the beginning of June when the first pilot strip of concrete on the parallel taxiway was ordered to be taken up, after inspection by 4 E.G.A.F. officers, due to non-compliance with the specification.

9. The representatives of the East German Air Force, who have commissioned the reconstruction, have their offices and accommodation in the former officers' houses at the southern end of the existing administrative and domestic site.

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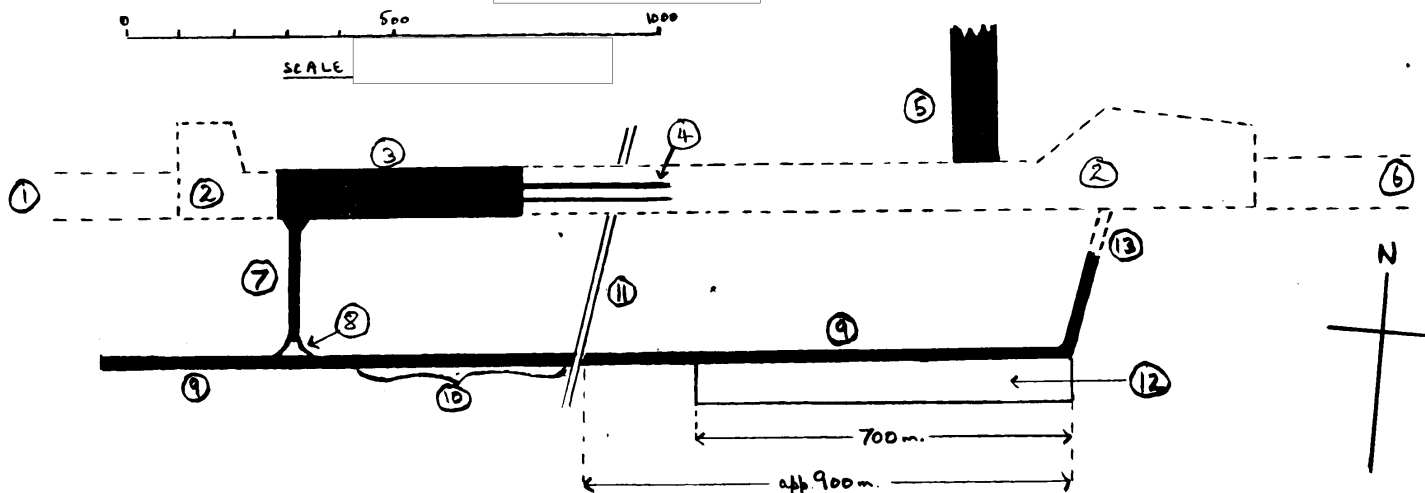
APPENDIX A

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NEUBRANDENBURG A/f reconstruction - 16.3.59

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LEGEND

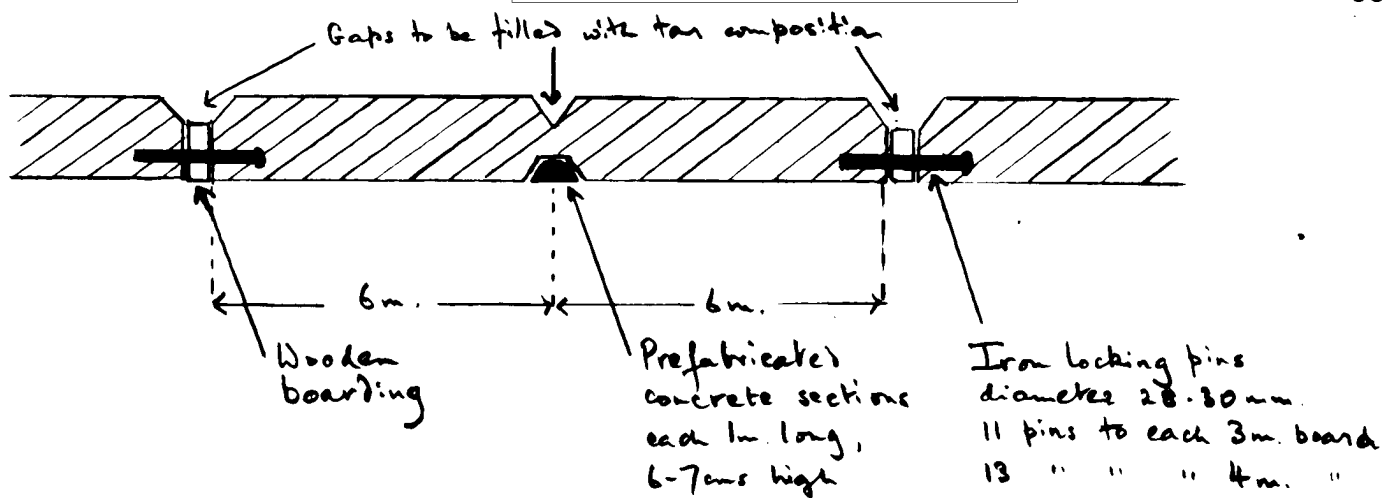
1. Planned western extension to former runway.
2. Site of former runway, and readiness platforms.
3. Portion of former E-W runway to be incorporated in new runway.
4. Concreting in progress. One single and one double strip (287 m. long) completed.
5. Old N-S runway, still in existence.
6. Planned eastern extension to runway and/or overshoot area.
7. Former N-S access track being incorporated in new taxi-track system.
8. Junction, with fillets, of access track and parallel taxi-track, still to be completed.
9. Portions of parallel taxi-track completed.
10. Former section of E-W taxi-track being incorporated as part of new parallel taxi-track.
11. Former field track in use by construction vehicles.
12. Planned hard-standing 700 x app. 70 m.
13. Concreting in progress. All except 80 m. of this section of taxi-track completed.

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APP. "B"

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SECTIONAL SIDE VIEW OF METHOD OF CONSTRUCTION OF PARALLEL TAXI TRACK
DIAGRAMMATIC ONLY: NOT TO SCALE

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